

## NEW FIRM--LOW PRICES.

### Post & Mills,

(SUCCESSORS TO POST & VAN ARSDALE.)

Dealers in  
GENERAL

## Hardware, Stoves and Tinware!

We Carry a Full Line of

## MILL AND STEAMBOAT SUPPLIES!

—COMPRISING—

Single and Double Leather Belting,  
Steam Fittings, Packings,  
Ropes, Chains,  
Peavys, Pike Poles,  
Cant Hooks, Babbit Metal,  
Lubricating Oils, &c.

## BUILDERS' MATERIAL!

—SUCH AS—

Paints, White Lead, Oils, Doors, Windows,  
Nails, Building Paper, Tin, Iron, and  
Asbestos Roofing a specialty.

Agets for the celebrated Shermin, Williams  
& Co.'s and Heath & Millyan Manu-  
facturing Co.'s Mixed Paints.

## Estimates on Tinning and Plumbing

Cheerfully Eurnished and All Work Guaranteed.

## LUBRICATING AND ILLUMINATING OILS AT WHOLESALE PRICES.

POST & MILLS.

## BUY YOURSELF A FARM!

Now is the time to secure a

## Good Farm Cheap!

Small payment down and balance on your own terms. Lands are  
located in Cheboygan, Presque Isle, Emmet, Alpena and  
Montmorency Counties, and comprise some of the best

## AGRICULTURAL LANDS

In Northern Michigan. Small payment down and balance on terms that  
terms that will be more favorable to purchaser than taking a Homestead a  
long distance from roads or markets. For particulars address,

Merritt Chandler,  
Cheboygan, Mich.

## Hurrah! Hurrah!

## The Campaign has Opened!

AND

## C. A. Gallagher,

Is in the field as usual, with a complete  
stock of

## GROCERIES and PROVISIONS.

He keeps the best assorted stock of Fancy  
and Staple Groceries in Cheboygan  
county, and makes a specialty of  
DAIRY and CREAMERY BUTTER.

Also keeps constantly on hand Green  
Vegetables and Fruits of every  
description.

### Carrying the Mails in Early Days.

The following extract is from the second  
volume of John B. McMillan's "History  
of the People of the United States"  
just published:

On the resignation of Samuel Osgood  
in 1791, the office of Postmaster General  
was bestowed on Timothy Pickens. So  
insignificant was the place and  
so light the duties that officer was to  
perform that Washington did not think  
him worthy of a Cabinet seat. Yet there  
is now no other department of the gov-  
ernment in which the people take so  
lively an interest as in that over which  
the Postmaster General presides. The  
number of men who care whether the  
Indians get their blankets and their  
rations of the frontier, whether one or two  
are stationed at Fort Dodge, whether  
there is a fleet of gunboats in the Med-  
iterranean Sea, is extremely small. But  
the one never sets without millions up-  
on millions of our citizens intrusting to  
the mail letters and postal cards money  
orders and packages, in the safe and  
speedy delivery of which they are deeply  
concerned. The growth of the postoffice  
in the last ninety years is indeed amaz-  
ing. In 1792 there were 264 postoffices  
in the country; now there are 49,000. The  
yearly revenue which they yielded then  
was \$25,000. Now it is far above \$45-  
000,000. More time was then consumed  
in carrying letters ninety miles than  
now suffices to carry them 1,000. The  
postage required to send a letter from  
New York to Savannah was precisely  
eighteen times as great as will send one  
now far beyond the Rocky Mountains,  
into regions of which our ancestors had  
never heard.

With newspapers the Postmaster Gen-  
eral would have nothing to do. The  
postmasters in the towns and villages  
did, indeed, receive them and send them  
on with the mails, but they were under  
no obligation to do so. It is, therefore,  
a common thing to read in the papers  
printed at towns remote from the sea-  
board, complaints that the Pennsylvania  
papers or the New York Journal were  
kept back, and civil requests to the post-  
masters to let them go on. When they  
did come it was

### USUALLY IN SADDLE-BAGS,

and, as the riders never traveled by  
night, they were several days old. From  
the official postoffice notices in the news-  
papers, it appears that letters which  
went out from Philadelphia at 8:30 in  
the morning of Monday were expected to  
reach New York at 2 in the afternoon of  
Tuesday. Precisely the same number  
of hours was spent on the road from  
Philadelphia to Baltimore. Under the  
confederation this space was thought  
speedy enough, but times had changed.  
A new government had been set up; the  
bank had been established. A wild de-  
sire to speculate had taken hold upon  
men, and in their anxiety to hear of the  
doings of Congress and the price of  
stocks in the neighboring cities, a post  
that made ninety miles in twenty-four  
hours and a half seemed insufferably  
slow. An attempt was therefore made  
to hasten the mails, and Jefferson, at the  
suggestion of Washington, had a long  
conference with Pickens. The wish  
of the President was that letters should  
travel 100 miles in twenty-four hours.  
The plan was to have the pouches car-  
ried by riders in the day and by the  
coaches during the night, but the coun-  
try was too poor. An attempt had, in-  
deed, been made in New Jersey to run  
mail coaches with seats for four passen-  
gers, but that State laid a yearly tax of  
\$400 on stages and taverns, declared the  
Federal Government was no better than  
an individual, and demanded payment.  
In Maryland and Virginia the right to  
convey passengers had been granted as  
a monopoly to certain men. When there-  
fore, the motion was made in Congress  
that all stage wagons of the postoffice  
should have the right to carry passen-  
gers too, a cry went up that such a law  
would be a violation of State rights, and  
the motion was lost.

### THE FIRST SUNDAY SCHOOL.

#### Dunkers and Methodists.

The first Sunday school of New En-  
gland of which any record has come down  
to us was that kept by the Pennsylvania  
Dunkers at Ephrata. It began in 1740  
and ended in 1777, when the battle of  
Bradywine turned the school house in-  
to a hospital for wounded troops. That  
of Frances Asbury, in Hanover County,  
Virginia, came next, but the seat of  
which he was the great Bishop took no  
action in its behalf for seven years. At  
last in 1790, the Methodist Conference  
resolved to open schools on the Sabbath  
for the benefit of the children of the  
poor. Three months later a convention  
of Universalists met at Philadelphia,  
and before breaking up, recommended  
each church to establish one wherein on  
Sunday children should be taught to  
read, write, cipher, and sing psalms.  
But something more than the votes of a  
few pious gentlemen was needed to put  
the schools in operation. This the en-  
ergy of Dr. Benjamin Rush supplied. With  
a liberality not common in his day he  
determined to have them dependent up-  
on the support of no church or creed.  
He went for advice to Bishop White of  
the Episcopal church, and to Matthew  
Carey, the printer, and to the most influ-  
ential of all Roman Catholics then liv-  
ing in the city. They liked the plan.  
A general meeting of the citizens was  
called and in January, 1791, "The First  
Day or Sunday school Society," of Phila-  
delphia, began to exist. Ten dollars  
paid to the Treasurer procured a life  
membership. A payment of \$1 entitled  
the giver to be considered a member for  
one year. Many dollars were promptly  
sent in, and

#### THE FIRST MEETING

of the subscribers was held on the 5th  
of January, 1791, at the academy of Mr.  
Joseph Sharpless, on Second street. In  
March the first non-sectarian Sunday  
school in this country commenced, and  
so great was the success that a second  
was started in the following May. Be-  
fore two years had passed a third was  
opened, and, as the society announced  
with pleasure, more than 320 scholars  
came regularly every Sabbath day. Dur-

ing the same time 500 others had been  
taught to read and write, and had left.  
Such good work it was felt deserved to  
be encouraged, and as the State was  
spending money on mad-houses, prisons  
and turnpike roads, the Sunday school  
society applied to the Legislature for  
aid. But, when the matter came up for  
debate, Albert Gallatin moved a commit-  
tee to inquire whether it would not be  
well to have free schools throughout the  
State. The committee took two  
months to deliberate, and then brought  
in a curious report. It was their opin-  
ion that a school ought to be established  
at each county town; that it should be  
supported by the arrearage of taxes  
fued, and by a small charge; that chil-  
dren who could read and write should be  
admitted, and for three years taught  
geography, history, English grammar,  
and the elements of mathematics. But  
the Quakers stood out manfully against  
the scheme and it failed.

### OUR FOREIGN RELATIONS.

Policy of the Cleveland Administration Toward the Central American States.

WASHINGTON, June 21.—The Sunday  
Herald to-day publishes an interview  
with "a member of the government who  
will have more or less to do with carry-  
ing out the President's views" upon Cen-  
tral American affairs.

The Herald says that the person inter-  
viewed is of the highest official rank,  
and too good a diplomatist to say any-  
thing that ought not to be told. His re-  
marks, in part, were as follows: "Admiral  
Jonett's last dispatches indicate that  
there will be trouble in Central America  
very soon, unless something is done to  
prevent it. The matter has not come be-  
fore the Executive for consideration,  
because there has been no occasion for  
it. But I can say this much, the prin-  
ciple enunciated by the President in his  
instructions to the Secretary of the Navy  
touching the occupation of Aspinwall  
and Panama will be strictly adhered to.  
The United States will not permit ir-  
responsible persons in any country to en-  
danger the lives and property of our own  
citizens by revolutionary organizations  
against the local governments. To put  
down Preston was made a great depart-  
ure from the usage of the country in  
respect to diplomatic relations with other  
nations. If a similar condition oc-  
curs again the same authority will be  
used. It may as well be known now  
that while there is no annexation  
scheme intended, nor has any system of  
permanent garrisons in the troubled  
States been considered, whatever the  
emergency demands will be done. Be-  
yond that I do not wish to say, for it  
would be the merest speculation. The  
American Nation must maintain the  
dignity of its position. That is true  
Democratic doctrine. The only thing I  
wish to state positively touching the  
policy of the government in regard to  
its foreign relations is this: It proposes  
to exercise a proper influence in the af-  
fairs of other states wherever that in-  
fluence is required, that should be com-  
mensurate with our position among the  
nations. Circumstances will develop  
our foreign policy. It will be regulated  
by the necessities of the event and will  
be guided and directed upon the highest  
humanitarian principles and in ac-  
cordance with the needs of Anglo-Saxon  
civilization. That is all that needs to  
be said."

### Whither the Army was Bound.

From the Arkansas Traveller.

"Yes, I had a conversation once with  
General Forrest," said a citizen of Arkan-  
sas in reply to a question asked by a  
friend. "I had just joined the army and  
knew nothing of the rigid fashions of  
war. One night, after we had travelled  
all day, we stopped in the woods and  
were told that we would remain there  
until morning. We were all wondering  
where we were going. I did not think  
it was right to keep us in the dark, and  
I made a remark to that effect.  
"Why don't you go and ask Forrest?"  
some one remarked.  
"I am not acquainted with him," I re-  
plied.  
"That makes no difference."  
"That so?"  
"Not a bit. He would be glad to see  
you. I would ask him, but I borrowed  
a couple of dollars from him the other  
day and as I have not been able to repay  
him I have been keeping out of his way."  
"I found Forrest sitting under a tree,  
on a camp stool closely drawn up to an  
improvised table.  
"Good evening," said I.  
"He looked up, searched me with his  
peculiar eyes and said:  
"What do you want?"  
"My name is Dick Anderson."  
"All right."  
"I belong to your command. We  
have been riding all day without know-  
ing where we were going, so I thought  
I'd come around and ask you."  
"You are very kind," said he.  
"Not at all," I replied.  
"Now, Anderson, I do not mind tell-  
ing you confidentially, but I do not want  
the whole command to know it."  
"That's all right, General, I won't tell  
anybody."  
"Won't say a word?"  
"No, sir."  
"You must not, you know, for the  
enemy might get a hold of it. Lean  
over here and let me whisper to you." I  
leaned over and he whispered: "We are  
going to hell." Well, sir, I hurried away,  
and I'll pledge you my word and honor  
if, by 10 o'clock the next day, I didn't  
think we had already got there. That  
was the only conversation I ever had  
with General Forrest."

### Hard Times.

While money is close, wages and prices  
low, expenses should be cut down in  
every household. Economy the watch-  
word for mothers, head off Doctor bills,  
by always keeping in the house, a bot-  
tle of Dr. Bosanko's Cough and Lung  
syrup. Stops a Cough instantly, relieves  
Consumption, cures Croup and pain  
in the chest in one night. It is just the  
remedy for hard times. Price 50 cts. and  
\$1.00. Samples free. Sold by Case &  
Perrin.

## DETROIT AND CLEVELAND STEAM NAVIGATION CO.

STEAMERS

## CITY OF MACKINAC, CITY OF ALPENA,

—FOR—

ST. IGNACE, MACKINAC, ROGERS CITY,  
ALPENA, HARRISVILLE, OSCODA,  
SAND BEACH, PORT HURON,  
ST. CLAIR, MARINE CITY, DETROIT.

Leaves Cheboygan going North:

THURSDAYS 4:00 P. M.

SATURDAYS 4:00 P. M.

MONDAYS 6:30 A. M.

Leaves Cheboygan going South:

THURSDAYS 12:00 night.

SATURDAYS 12:00 night.

MONDAYS 1:30 P. M.

WEDNESDAYS 1:30 P. M.

Steamers every week day between

Detroit and Cleveland.

Through tickets to all points North

East, South and West.

P. H. HORNE, Agent Cheboygan.

C. D. WHITECOMB, Gen. Pass. Ag't.

## IA MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS

COUNTRY WILL SEE BY EXAMINING THIS MAP THAT THE



### CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

By reason of its central position and close relation to  
all principal lines East and West, at initial and ter-  
minal points, constitutes the most important indi-  
vidual link in that system of through transpor-  
tation which invites and facilitates travel and traffic  
between cities of the Atlantic and Pacific Coasts. It  
is also the favorite and best route to and from points  
East, Northwest and Southwest, and corresponding  
points West, Northwest and Southwest.

### The Great Rock Island Route

Guarantees its patrons that some of personal sec-  
urity afforded by a solid, thoroughly ballasted road-  
bed, smooth tracks of continuous steel rail, substan-  
tially built viaducts and bridges, rolling stock as near  
perfection as human skill can make it, the safety  
appliances of patent buffers, platforms and air-brakes,  
and that exacting discipline which governs the  
practical operation of all its trains. Other specialties  
of this route are transfers at all connecting points in  
Union Depots, and the unsurpassed comforts and  
luxuries of its Passenger Equipment.

The Fast Express Trains between Chicago and  
Poria, Council Bluffs, Kansas City, Leavenworth and  
Atchison are composed of well ventilated, finely up-  
holstered Day Coaches, Magnificent Pullman Palace  
Sleepers of the latest design, and sumptuous Dining  
Cars, in which elaborately cooked meals are leisurely  
served. Between Chicago and Kansas City and Atchison  
are also run the celebrated Reclining Chair Cars.

### The Famous Albert Lea Route

Is the direct and favorite line between Chicago and  
Minneapolis and St. Paul, where connections are made  
for all points in the Territories and British  
Provinces. Over this route Fast Express  
Trains are run to the stopping places, summer  
resorts, picturesque localities, and hunting and fishing  
grounds of Iowa and Minnesota. It is also the most  
desirable route to the rich wheat fields and pastoral  
lands of interior Dakota.

Still another DIRECT LINE, via Seneca and Kan-  
sas, has been opened between Chicago and  
Minneapolis and St. Paul, and intermediate points,  
Minneapolis and St. Paul and intermediate points.  
For detailed information see Maps and Folders,  
obtainable, as well as tickets, at all principal ticket  
offices in the United States and Canada; or by ad-  
dressing

R. R. CABLE, E. ST. JOHN,  
Pres't & Gen'l Mgr. Gen'l Tr't & Pass. Ag't  
CHICAGO.

## CENTRAL DRUG STORE.

## I. S. COOPER,

MAIN STREET.

## CHEBOYGAN, MICH.

Always on hand a very complete stock of

## Drugs, Chemicals, PATENT MEDICINES,

## Brushes, Spages, Perfumery,

Fancy and Toilet Articles.

Imported and Domestic Wines,  
and Liquors for Medical Use.

A FINE LINE OF

## Odor Jewel and Dressing Cases. CUT GLASS BOTTLES, &c.

### PRESCRIPTIONS

Carefully compounded at all hours, night or  
day, by a competent and skillful druggist.

I. S. COOPER.

## THE BEST IS CHEAPEST!



We have secured the agency of the  
Racine School Furniture Co.

For the counties of Cheboygan, Emmet,  
Presque Isle and Osego. Their

Perforated Folding and Lock Desk

Is the handsomest and most perfect School  
Desk manufactured. To districts in the above  
territory desiring desks we are prepared to fur-  
nish them on very reasonable terms.

CALL AND SEE SAMPLE DESK.

Or address SULLIVAN BROS.,  
Cheboygan, Mich.